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		CENTRAL INTELLIGENCE	AGENCY	REPORT			
	IN!	FORMATION I	REPORT	CD NO.	2	س ر 25X1	
COUNTRY	Germany (Russian 2	one)		DATE DISTR	22 Parch]	1951	
SUBJECT	Coal-Dust Firing I	ocomotives		NO. OF PAGES	2		
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	Kramer, (fnu), director general of the Soviet Zone Railroads, after returning from Moscow shortly before Christmas, said in a conference of railroad officials held on 3 January 1951 that the conversion of locomotives to coal-dust firing had met with considerable delay and even with partial failure. However, the experts of Department VIII (Planning and Statistics) concordantly are of the opinion that the speedy conversion to the exployment of coal-dust firing locomotives was prevented only by a shortage of naterials which could not be overcome. They pointed to the fact that sufficient coil dust is not even available for those locomotives that have been converted to coal-dust firing.						
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CENTRAL INTELLIGENCE AGENCY 25X1 ...2... wheel sets, five of them coupled, and with an axle pressure of 16 tons. 25X1 The same figures were reported previously. 25X1 (4) The shortage of coal dust is also pointed out in the technical press. Also see paragraph 2 of the present report. On 23 December 1950 the Soviet Zone railroads stocks of coal dust amounted to only 74 tons at a rate of consumption 25X1 of 77 tons per day. (5) So far the conversion of only 70 locomotives had been envisaged. Wost of this work is to be performed in the Stendal railroad repair shop. 25X1 (6) The views on the advantages of the coal-dust firing locomotive still differ. A definite comment cannot be given before further trials have been made. With regard to the acute shortage of hard coal and the disadvantages of brown coal briquette firing, the use of coal dust firing locomotives is believed to be

advantageous.

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